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Historical sketches of coal
mining towns of Tioga

HISTORICAL SKETCHES OF COAL MINING TOWNS OF

TIOGA COUNTY, PENNSYLVANIA

ARNOT

BLOSSBURG

FALL BROOK

MORRIS RUN

Allen County Public Library
900 Webster Street
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OFFICIAL PROGRAM

OLD HOME DAYS

August 27, 28, 29, 1937 ✣ Island Park, Blossburg, Pa.

IN MEMORY of our most esteemed deceased fellow citizen Hon. W. B. Wilson the local American Legion Post has arranged for the acquisition of his former farm and home, to establish a memorial in memory of one whose humble beginning led to such noble achievements.

It is indeed fitting that at our first "Old Home Days" we pause to pay our respects to one whose deeds have been so worthy of our memory.

It is with this thought in mind that our efforts to restore his property to the original is being undertaken.

We know there are thousands of friends of both the Hon. W. B. Wilson and the Legion Post that will be glad to assist in the realization of this worthy memorial.

W. B. WILSON POST No. 572

BLOSSBURG, PENNA.

THE BLOSSBURG COAL BASIN

AN HISTORICAL SKETCH

The early history of Blossburg, Morris Run, Arnot, Landrus and Fall Brook is in the main a history of the development of a coal field in this vicinity.

The timber industry and iron ore development played a part, but the basic industry that distinguished the early history of the upper Tioga Valley was coal. Timber was everywhere to be found and in abundance; so much so that only the finest specimens of white pine were given consideration. Hemlock was a drug on the market and in many instances cut only because the bark was necessary for the tanning industry that later followed. The hardwoods; beech, birch, maple, cherry and oak did not come into their own until a comparatively recent date.

At the outset the development of the native iron ore competed with the development of the coal and at one time seemed to occupy a dominant place in the minds of the early financiers. The comparatively low grade and high cost of production soon dulled the enthusiasm of its promoters and before the opening of the territory to the east and west of Blossburg it seems to have been definitely settled that the real wealth of Blossburg and its vicinity was centered in its coal measures.

So closely was the coal industry financed and manned that it seems perfectly proper to call together in a home coming the people of Blossburg, Morris Run, Arnot, Fall Brook and Landrus. The development radiated from Blossburg and many of the early settlers of the towns surrounding Blossburg counted among their ancestors the early inhabitants and moving spirits of the original settlement at Blossburg. One who spends time perusing the directory appended hereto must be impressed with the close kinship of the people of the several towns.

The early history is rather hazy and confusing and for this reason the committee chooses to quote material at hand rather than be responsible for assuming to state historical facts. In this way we hope to lay the ground for an open forum hoping there may emerge from the attics, closets, albums or wherenot, of former residents, bits of records which may be pieced together and eventually made to tell the true tale.

The committee is in possession of a book styled "Historical Collections" published about 1842 from which we read:

"Until the year 1796-'7, Tioga and the neighboring counties were a howling wilderness, entirely cut off from the west branch settlements by the lofty barrier of the Allegheny mountains —and trodden only by the beasts of the forest, and the savage on his hostile expedition to the lower settlements. About that time a Mr. Williamson of New York, an agent for Sir William Pulteney, first opened a rough wagon road through this wilderness, across the mountains from the mouth of the Lycoming cr. to the sources of the Tioga, and thence down that river to Painted Post in New York. This road was made at the expense of Sir William Pulteney for the purpose of rendering his lands in the State of New York assessible to German or other imigrants coming up from Philadelphia and Baltimore. Old Mr. Covenhoven (Crownover) of Lycoming County and Mr. Patterson, superintended the workmen on the road, who were principally German redemptioners. This road became a great thoroughfare, and was extensively known as the 'Blockhouse road,' from a log-house, (called blockhauss by the Germans) erected by Williamson near the mountains for the accomodation of travellers. It is still a tavern stand and the site of a post-office, about twelve miles south of Blossburg. This house was kept in the primitive times by one Anthonyson, a sort of half French and half Dutchman. Anthony, according to his own story, had spent most of his life as a soldier, during the stormy times of the French Revolution; and he had thereby neither improved his morals nor his fortune. He made no scruple, by way of amusing his guests, of boasting of his bold-faced villany—there was no one of the ten commandments which he had not specifically broken, time and again.

"With the habits of the old soldier, he had little disposition to get his living by tilling the ground; and found the military of pillage much more to his taste. He raised no oats, but always charged travellers for the use of his troughs, and for sleeping before his fire. Whiskey was the staple commodity at his house, serving both as meat

and drink. Many of the early emigrants to the Genesee country drove their young cattle along. There was a wide track of some fearful tornado, not far from Anthony's house, in which he had contrived to cut an open space, with a narrow passage into it; making a kind of unseen pen. To this spot the cattle of his guests were very apt to stray, in the night. In the morning the emigrants were hunting, far and near, for their cattle, with Anthony for their guide; but on such occasions he never happened to think of the windfall. The unsuspecting guests, after two or three days of fruitless search, would leave, paying roundly for their detention; and instructing the old scroundrel to hunt the cattle, and when found, to write to a certain address, with a promise of reward for this trouble. Anthony never had occasion to write; but it was always remarked that he kept his smoke house well supplied with what he called elk-meat. When or where he caught the elks was never known. Some lone travellers, who stopped at his house, it is strongly suggested, never reached their intended destination. After the opening of this road, many of the pioneers from the Wyoming country, and from New England, came into the Eastern part of the country, and took up lands under the Connecticut title. For quite a number of years, the uncertainity of this title gave rise to much wrangling and litigation. A Mr. Gobin, as assistant-surveyor under the Pennsylvania title, was shot in his camp, but not killed. At length the litigation was ended by the Compromise at Trenton; the settlers quietly acknowledged the validity of the Pennsylvania title, and compromised their claims with the agents of the land holders from Philadelphia.

"Blossburg took its name from the aged Mr. Aaron Bloss, (now of Covington), who originally settled here and owned the property. Before Mr. Bloss removed here, about the year of 1802, one Gaylord, a worthless fellow, had kept a tavern. Mr. Bloss removed from near Covington, and bought him out. The place at that time went by the name of 'Peter's Camp.' This Peters was a German, who did the baking in an immence oven for the large Company of German redemptioneers at work on the Blockhouse road. Peters was not remarkable for cleanliness of person; and his comrads, unable any longer to tolerate his filth, caught him and commenced the necessary ablution by pouring sundry buckets of cold water upon his head, stroking and smoothing down his hair in a becoming manner—and were about to complete the process by putting him into the river, when the superintendent of the road interfered."

"The railroad from Blossburg, through Covington, to Corning in the State of New York, forty miles, was constructed by the Tioga navigation Company, instead of a canal or slack water navigation, and was opened for locomotives in July, 1840, (to Covington, to Blossburg in the fall of that year?). This road opens a connection between the coal mines of Blossburg and the Chemung canal of New York. The annexed view shows, on the right, the large hotel erected by the late Mr. Boyd; and near it, the extensive depot and the work shops of the railroad. Beyond, on the hill, is seen the opening of the Arbon Company's Coal Mine, and the inclined plane by which the coal descends. These mines are extensive and valuable. The vein is about five feet in thickness.

Hotel, Depot, and Coal Mine at Blossburg

A large iron furnace stands at the upper end of the village, which had been leased by Mr. Boyd and another person. It was originally wrought with charcoal, but had been altered for coke; and the workmen were conducting a successful blast with the latter, when Mr. Boyd's catastrophe occured, and the hearth was allowed "to chill." The same blighting chill came over many of the enterprises in this region from the same cause:

"Philadelphia, 17th Feb. 1842. This morning, at about six o'clock, Mr. J. G. Boyd, late cashier

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and agent of the Towanda bank, killed himself, at his residence in Schuylkill Seventh-st., by firing a loaded pistol into his mouth. Previous to his late dismissel as a cashier of the bank, it was ascertained that he had, as the signing officer of the relief issues at that bank, put out some thousand of dollars on his own account. The Penn Township bank, one of the losers by this fraudulent issue, and by some of his other transactions, had commenced a suit against him and it was while in the custody of the sheriff, and when he saw that the whole fraud must be exposed, that he committed a melancholy act. About two years since he had married an interesting young lady at Trenton, New Jersey, and was keeping house with her at the time of this suicide in Philadelphia. He had furnished this house splendidly—had settled upon his wife a farm near Germantown, worth about $8000.00, and had made many munificent presents to her relatives. But it appears that all this time he had another wife, a most estimable lady, at Covington, Tioga County, by whom he had several children, and with whom he was living on most affectionate terms, whenever his business called him to that vacinity. With his Philadelphia wife he passed as Mr. Henry Seymour—represented himself as a drover having large transactions with the interior counties, and often spoke of his intimate friend Mr. John G. Boyd. So adroitly was the deception maintained, that neither of these unfortunate ladies ever suspected the least impropriety in his conduct, or alienation of his affections. Mr. Boyd had come out from the State of New York to Tioga and Bradford Counties some three or four years since. He was a man of about thirty-five years of age, with a gentlemanly, but plain and business-like exterior—exhibiting extraordinary tact and readiness in matters of business, and a good degree of common sense, apparently, in the management of his enterprises, although comparatively a stranger, yet so plausible was his address, that he soon gained the confidence of wealthy men, who intrusted him with means to enter largely into the lumber business, and afterwards into the iron business, and coal land speculations in Tioga County. He had several large mills near Covington, a furnace at Blossburg, and was engaged in many of the most prominent schemes for improving these two places. His business led him into intimate connection with the Towanda bank; and he was successively appointed clerk, agent for the transaction for the bank's business in Philadelphia, and cashier. The latter office, after the credit of the bank began to decline, he was compelled to give up. He still, however, secretly continued his fraudulent issues of Towanda relief notes in Philadelphia, until a short time previous to the tragic close of his career."

State Hospital *Courtesy Carl Gardner*

Blossburg has become quite a village since the opening of the mines and the railroad. Like most other coal towns in Pennsylvania, it resembles an army with its tents pitched in different detachments—here one row of houses in uniform and there another. The houses are constructed with good taste, principally of wood. The country around is wild and rugged. The Tioga, here but a narrow stream, flows in a deep and narrow valley, surrounded on both sides by precipitous hills."

We have quoted the foregoing from the earlier history at hand. From the later recorded history we are told that the coal in this area was discovered by Robert and Benjamin Patterson on the east side of Blossburg in the ravine now known as the Bear Creek ravine and that Aaron Bloss and a Mr. Clemons made an opening upon the coal in this ravine.

First State Hospital *Courtesy A. L. Hewitt*

Naturally, we raise the question as to where coal was first discovered, the records of the construction of the Williamson road seem authentic. The Williamson road was cut along the side of

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Bloss mountain and crossed what is familiarly known as the Flower Run ravine, a short distance, in truth from the point where the coal measures crop in this ravine and were undoubtedly exposed there at this early date. It is possible that some one or more of the "Redemptioners" German and English, were coal miners before they left their native homes in Europe and that some one of them unknown to us located these coal measures exposed so close to their work?

EAGLE HOTEL, G. W. SHEFFER, PROP.
Courtesy J. L. Kernan

We read further that the coal was opened as above refered to in the Bear Creek ravine. There seems ample evidence to question this statement. It is clear that there were openings on a tributary of Johnson Creek formerly known as Boon Run, now commonly called Hortons Creek.

The Committee is in possession of a copy of "Ed's register" the original of which Mrs. Kathryn Heintz "Kate Clemons" has, from which we quote, "Who dug the first coal in Blossburg? This is a question of some importance at present. In the summer of 1811, David Clemons married Ruth Reynolds for his second wife; the children by that marriage were five, William, Cuyler, Susan, Roxanna and James, all of whom are still living except Cuyler. David Clemons used to trap for bears, wolves and the other wild animals, and while following the creeks, prospected for coal, which he found in many places, but generally not more than three or four inches in thickness. On Johnson Creek, he found a vein over two feet thick, where he dug, from time to time. Lumber wagons loaded and hauled it to the blacksmith shops about the country. As blacksmiths did not understand using it, it was hard getting rid of it; when he could not sell it he gave it away.

After some years, he found where the water had washed the dust from coal up a small creek east of the station at Blossburg. He made a road so that he could draw the coal on an ox jumper. In the fall of 1823, he hired me to help him open a vein. We built a small cabin, open at the south, and kept a fire at the front, my business being to use the pick and shovel, while he got the wood, did the cooking, and then helped me what he could. We uncovered the coal about twenty-five feet up and down the creek, and twelve feet with the hill. The coal was three or four inches thick at the creek, and next to the hill, there was at the bottom about two and one half feet of hard coal, then two or three inches of slate and then five or six inches of very soft coal.

After uncovering the coal, we took it out and Alanson Clemons hauled a cart of it down the river.

By this time, the blacksmiths had learned how to use it, and came from all parts of the country for it. In digging off the dust and slate we came to iron ore, a sample of which we presented to Squire Huntingdon; he rigged a forge so that the ore could be smelted in it, and Elder James Whitehead smelted it, making about three pounds of iron; it was then made into horse nails and sent throughout the country.

The year following, a company was formed with Judge Knapp at its head, which built several buildings and opened a number of veins of coal and ore but were unable to carry it through.

Mr. Clemons under the hill two or three rods, leaving blocks of coal to hold up the mountain;

THE EAGLE HOTEL, LATER THE MODERN BLOSS HOTEL WHICH BURNED JUNE 27, 1927

he had improved the road so that sleighs and wagons could go up to the coal beds, and had built a comfortable cabin with a fire place in it.

In 1830, he offered to furnish everything and give me one third of the profits if I would dig coal with his two youngest sons, Williams and Cuyler, and I accepted the offer, my business being to dig coal. They were to cut the wood, make the fires, do the cooking, draw out the

coal, get fresh hemlock boughs to sleep on at night, and dig coal the rest of the time. I worked there a part of the winter—1830-1831. At one time, two or three teams made daily trips from Crooked Lake, New York. They took twenty-five bushels to a load at twelve and one-half cents a bushel. The forming of other companies, building the railroad and other improvements."

The foregoing seems to coincide with evidence later discovered.

We are now interested in knowing who "Ed" is, where his "Register" is and who had access to

SEYMOM HOUSE *Courtesy Carl Gardner*

it to sponsor this clipping. Can anyone help us out?

Without quoting we learn from early histories that the Bloss hotel was located on the East side of the Tioga river and that the Knapp house built by D. P. Freeman was located on the West side of the river, when as a matter of fact we have positive evidence from the minutes of the meetings of the Board of Directors of the Arbon Land Company and from the records in Wellsboro that the D. P. Freeman tavern lot was located on the East side of the river, probably near the site of J. J. Nowakowski's store and that the Bloss hotel and (Peter's Camp?) was located somewhere between the present residence of George Able and the hill.

Again we turn back to the recorded history. Blossburg like all industrial communities follows a series of circles of prosperity and depression, sometimes coinciding with nation wide cicles and sometimes prompted by local conditions. We quote again from the history of John L. Sexton, "Blossburg's history embraces four distinct eras. From 1837 to 1855 it gradually increased in wealth, population and commercial importance, and from 1858 to 1863 very materially declined. In 1855 it had a population of about fifteen hundred, and in 1860 about 880. This decrease in population can be accounted for by the fact that it was in 1859 that Duncan S. Magee withdrew his coal operations from the place and founded Fall Brook, the inhabitants going to the latter place to engage in mining and work connected therewith. The store was transferred to Fall Brook which he had established at Blossburg in 1852. A directory of the business in Blossburg in 1862 would read like this: Merchants—E. J. Bosworth (in the Chadwick store), John James and Son, the estate of J. L. Evans; fire brick, A. H. Gaylord; butcher, P. L. Clark; hotels—B. R. Hall, Joseph Yonkin, A. L. Bodine; groceries and saloons, Stephen Bowen, Joseph Monnell; Post-master, James P. Taylor; shoe makers, William Butler, Patrick Costello, James P. Tuckey; glass factory (built by William Dezang in 1847), conducted by James H. Gulick and O. F. Taylor; physician, Dr. William Hartman; minister, Rev. Father S. Summers, of St. Andrew's Catholic Church. At this time there were fifty vacant dwellings in Blossburg. Before the termination of the year the aspect of affairs was materially changed.

In August 1862 the Tioga Railroad Company made preparations for removing its repair shops from Corning to Blossburg. L. H. Shattuck came to Blossburg and superintended the work in person. This event was the commencement of Blossburg's second progressive era. The fifty vacant dwellings were soon occupied by an

Courtesy Mrs. J. H. Martin

honest and industrious class of laborers and business men. Stores and dwellings were repaired and new ones erected, and the town presented a more cheerful look. The demand was increasing for the coal which passed over the Tioga Railroad from Morris Run and Fall Brook, and in three years from the time the shops were located at Blossburg the Railroad Company, in order to keep pace with work demanded of them, increased its capital stock to one million dollars. A few years later a Company from Buffalo erected a large tannery, giving employment to a great

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number of men in its construction and operation. The glass manufactory was started up again by a cooperative company, which gave employment to fifty or sixty men. The railroad was extended to Arnot in the summer of 1866, which also in-

High School *Courtesy Carl Gardner*

creased the demand for labor. New business men came and invested their capital in various pursuits. Churches were erected, a newspaper founded, a bank started, an elegant school house built and everything was going on prosperously, when the great fire of March 6, 1873 in one night swept away almost the entire business portion of the town. From Carpenter street south on both sides of Main or Williamson to Hannibal, a distance of nearly fifty rods, every business place was destroyed with the exception of one, standing on the south-west corner of Williamson and Hannibal streets. The buildings were constructed of wood and fell an easy prey to consuming element. It was thought by some that Blossburg would never recover from this disastrous blow. In this they were mistaken. Scarcely had the flames been subdued ere temporary places of business were erected. Happily no lives were lost, but that night of terror will always be remembered by those who witnessed the scene. During the spring and summer of 1873 several fine brick blocks were erected and some were incomplete when the panic in September of that year paralyzed trade and business almost as much as the fire had. The people of Blossburg fought manfully against adverse circumstances for several years. During this time Philbrick and Evans brick block and hall was destroyed by fire. Within six weeks after the fire the Graves brothers, who had lost their printing office, issued the Blossburg Register with new type and an eight column sheet.

St. Mary's Polish R. C. Church, School and Rectory
Courtesy of Stanley Manikowski

The business of Blossburg and vicinity was depressed until the summer of 1879, when it gradually commenced reviving, and Blossburg now seems on the high road to continued wealth and prosperity.

MORRIS RUN

In 1832 when Richard C. Taylor made a geographical survey of the region in and around Blossburg, he discovered the existence of several coal veins in the valley of Morris Run, a small mountain stream which rises in the northeastern part of Hamilton Township, flows southwest, and empties into the Tioga river near the southeast of Blossburg Borough limits. It was named in honor of Hon. Samuel W. Morris, a pioneer settler of Wellsboro, prominently identified with the construction of the Corning and Blossburg railroad. In 1852 explorations, with a view to opening up new coal mines, were carried on in the valley of this stream, under the direction of the Tioga Improvement Company, with the result that coal of a superior quality and in paying quantities was discovered near its headwaters, about two and a half miles east of Blossburg. Steps were immediately taken to mine and market the coal. In order to do this it became necessary to build a line of railroad from Blossburg, along the valley of the Tioga river to Morris Run, and up the valley of that stream to the coal openings. This road was surveyed during the same year by Col. Pharon Jarrett, of Lock Haven, Pennsylvania, assisted by Humphries Brewer and J. Livingstone, and completed in October, 1853. In 1864 the Salt Company was succeeded by the Morris Run Coal Company. The Company's offices were located at Blossburg, the business office at Syracuse, New York. W. S. Nearing, at first employed as civil and mining engineer, was before the close of the year given full control as superintendent.

In 1877 the Morris Run Coal Company was succeeded by the Morris Run Coal Mining Company. This company wisely retained the old employees, almost without exception, and many of them are still in its service. Promotions have come to those who have proved themselves faithful and capable. Patrick F. O'Donnell, cashier and paymaster of the company, has held that position since March, 1868, and has disbursed millions of dollars. In the office with him are his son, John F. O'Donnell, bookkeeper, and William Tipton, timekeeper. William O'Donnell, another son, is the freight and ticket agent of the company. Thomas V. Keefe, the telegraph operator and shipping clerk, worked in the mines as a boy, and has reached his present position by successive promotions. James C. Hadley, mining foreman is an old employee. Michael Driscoll, foreman of the Jones mine, has been employed in Morris Run since the opening of the mines, coming from Blossburg in 1854. Cambell Haddow, foreman of the "Lake" or "New" mine, has been in the company's employ over twenty years. The weighmasters are John Palmer, at the Jones mines, and John Hayes, one of the oldest employees of the company, at the "Lake" or "New" mine. Homer C. Treat, the outside foreman, has charge of the saw mill and of the force employed in the woods getting out logs, tan bark and timber for mine props. The saw mill has a capacity of twenty thousand feet of lumber a day.

As a preparation for the working of the mines and the building up about them a mining village, sixteen log houses were erected in 1853, the first occupants of which were Joseph and Henry Mitchell, James R. Cameron, Joseph Hughes, Frank Smith, Samuel Vickers, John Naylor, William Kelley, Andrew Baird, William R. Gillmore, William Bland, Dennis Mooney, John Kelley and James Brown. An office building for the superintendent and a store building was soon afterward erected, as were all mine chutes, switches etc.

July 4th Parade 1907 *Courtesy J. S. Kazmark*

After the Morris Run Coal Company assumed control of the mines the village grew rapidly.

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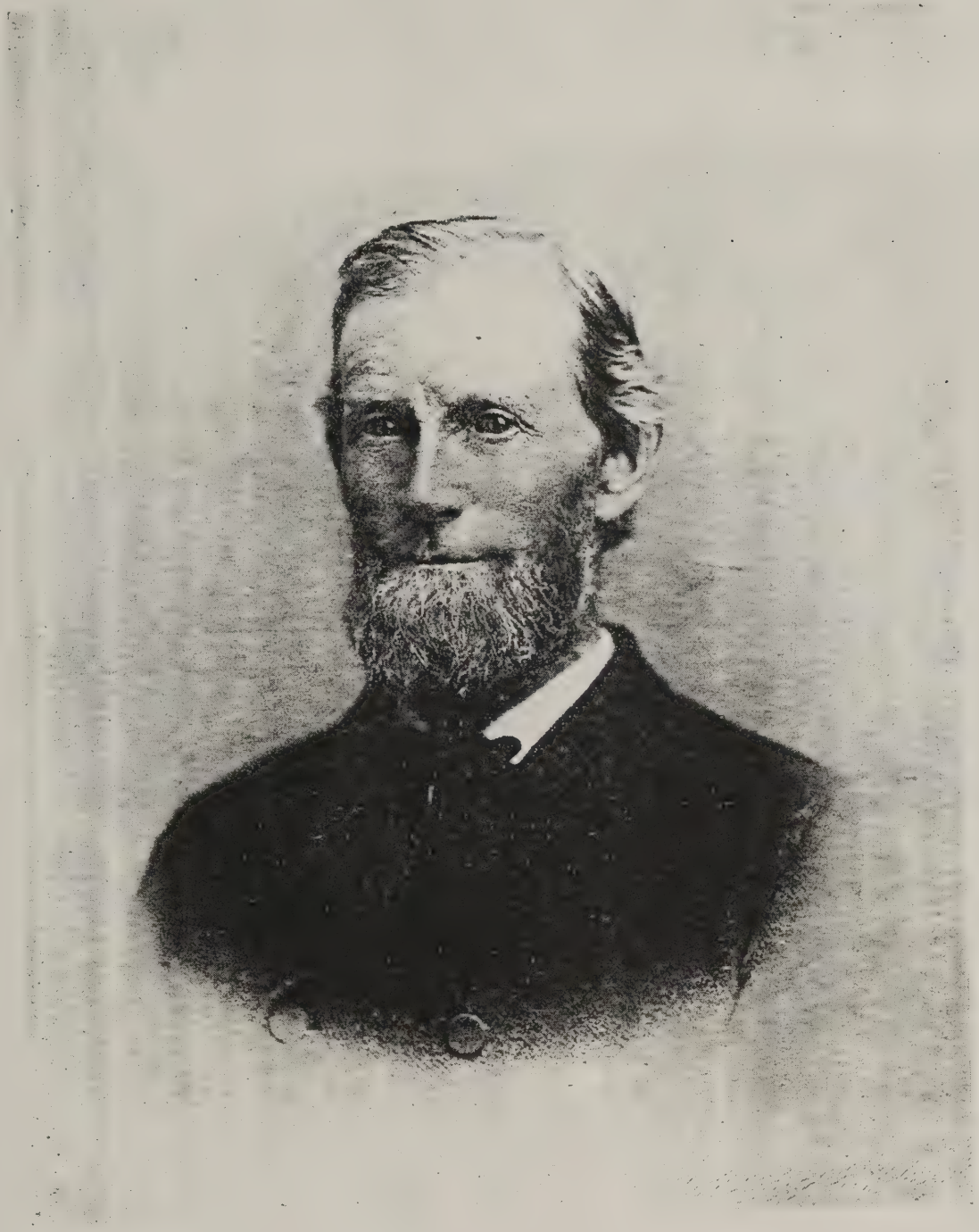


W. S. NEARING

Courtesy of the Higland Family

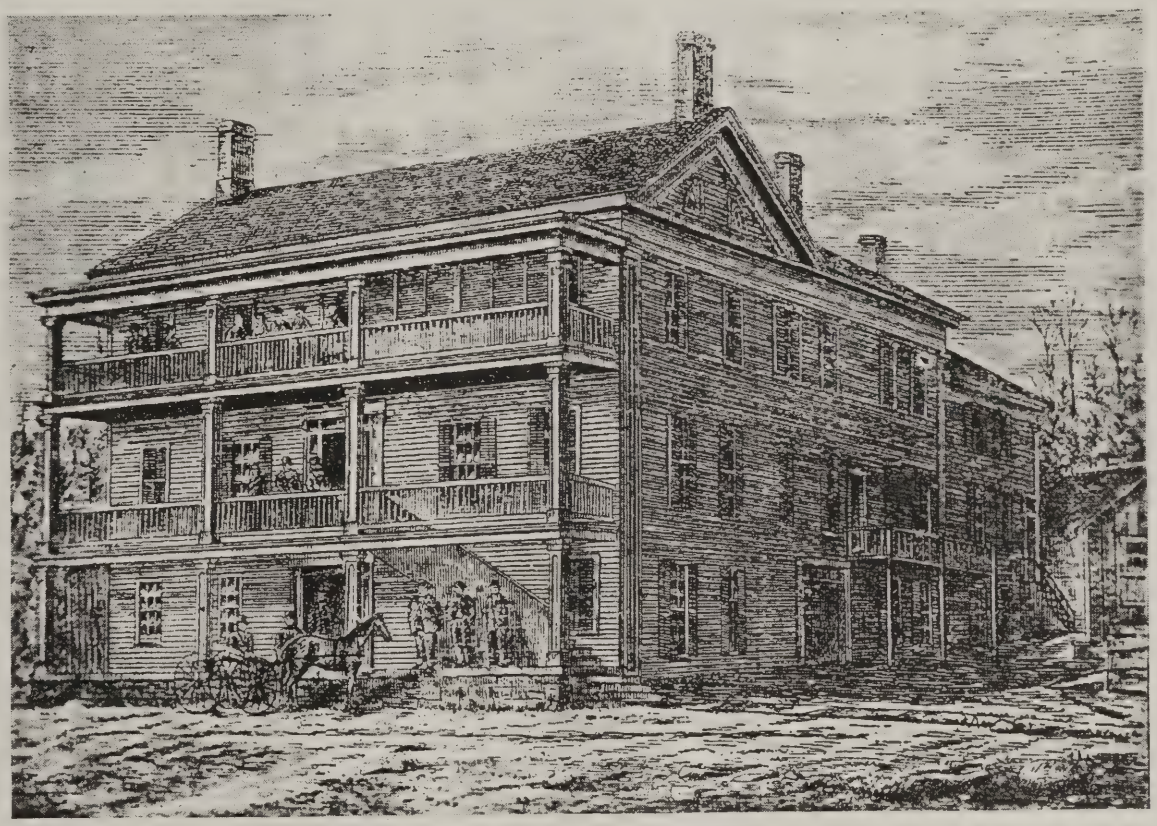
Churches and lodges were organized and school established, and large accessions to the mining population were received from Wales, England. Scotland and Ireland. In 1874 there were 2350 inhabitants, occupying 356 dwellings. The present business interests include a general store, owned by George A. Magee, and managed by M. Tucker, agent. It is patronized by employees of the company and the amount of business done each year is very large. Abernathy & Company run the meat market and also a wholesale liquor store.

One of the Original Log Cabins in Morris Run

Courtesy of the Higland Family

FALL BROOK

"In 1851 Hon. John Magee, of Bath, New York, became the owner of that portion of the Corning and Blossburg railroad lying between Corning New York and Lawrenceville, Pennsylvania. In that year, also, Mallory & Bostwick, of Corning, surrendered to him their lease of the coal mines at Blossburg. Mr. Magee at once set about making these properties productive and profitable. He replaced the old strap rail on his portion of the road with T rails, and persuaded the stockholders of the line between Blossburg and Lawrenceville to do the same. He next devoted his energies to the mines at Blossburg, the superintendence of which he entrusted to his son, Duncan S. Magee. The latter soon became dissatisfied with working the mines under a lease. He desired ownership, and with that end in view, obtained permission, in the spring of 1856, from Hon. C. L. Ward, of Towanda, Pennsylvania to explore for coal on his lands, at that time embracing nearly the entire area of Ward Township, which was named after him. A written agreement was also entered into that, if coal was found in paying quantities, Mr. Magee would have the right to purchase so much of the land as he might desire, at a stipulated price per acre.

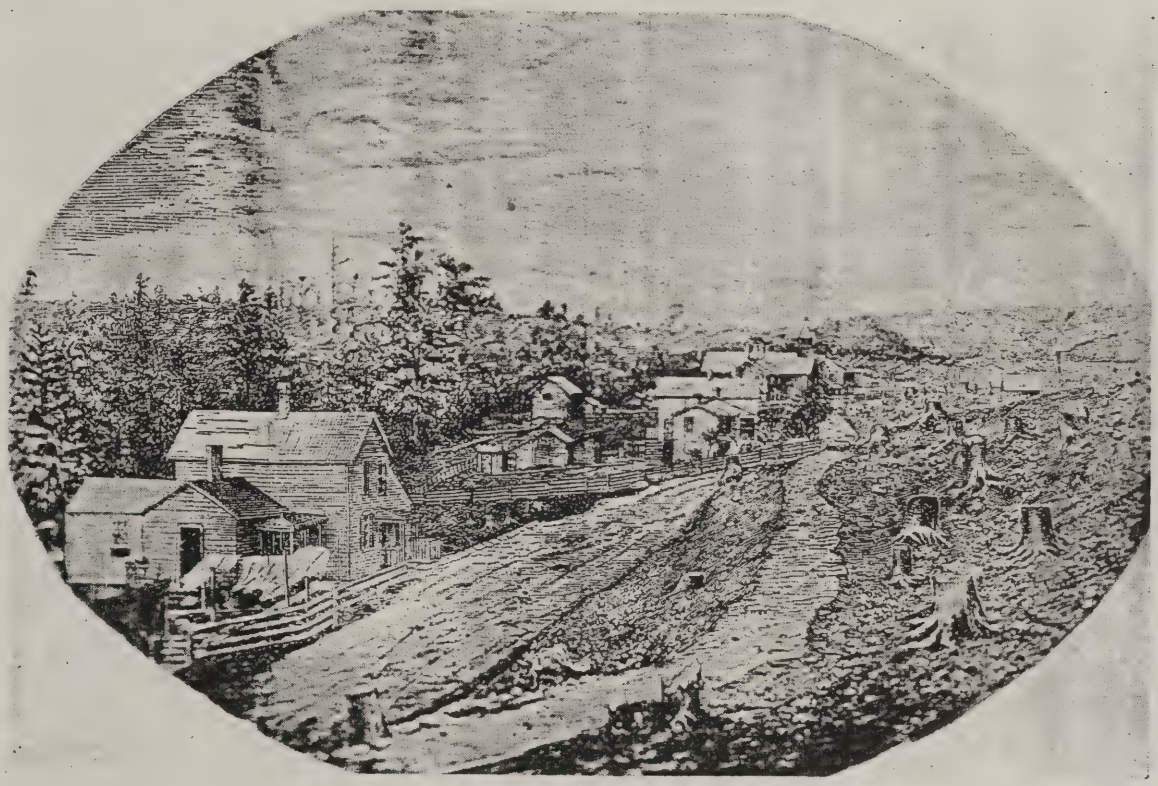


Old Hotel at Fall Brook, 1874
Courtesy of Gilbert Jacobson, Clearfield, Pa.

Duncan S. Magee then organized a band of explorers, with himself as superintendent; Humphries Brewer and G. A. Backus, civil engineers; John James, William Griffith, Thomas Morgan, George Cook, John Evans, Stephen Bowen and others, miners and explorers. An area embracing over 6000 acres of land was explored in a thorough and scientific manner, and a number of pits and shafts sunk to the underlying coal. During the year 1856 considerable coal was found, but not in sufficient quantities to warrant a purchase of the land. In the spring of 1857 work was resumed. Drifts were opened along the mountains

on the west side of the Tioga river, in the northwest corner of Union Township, and a superior quality of coal found in paying quantities. Two discouraging obstacles were, however met with. A survey showed that the coal field was nearly 600 feet higher than the railroad at Blossburg, distant less than six miles northwest. It was also ascertained that the coal vein declined toward the southwest and could not, therefore, be mined from that side of the mountain, for the reason that the water would follow the course of the excavation and drown out the miners.

the year of 1858 Drift No. 1 was put in near the falls on Fall Brook, under the direction of Duncan S. Magee, by William Griffith, Robert Pryde, John Dunsmore, Alexander Pollock, Sr., and Thomas Morgan. A survey was also begun for a railroad from Blossburg up the Tioga river to the mouth of Fall Brook, and up the latter stream to the drift. In the meantime, however, Hon. John Magee had purchased from Mr. Ward about 6000 acres of land in Ward and Union Townships in accordance with the agreement heretofore mentioned.



FALL BROOK. PHOTO TAKEN 1874

Courtesy of Gilbert Jacobson, Clearfield, Pa.

Up to this time Hon. John Magee had furnished the money to push forward the exploration. The panic of 1857, however, made it hard to get money for the needs of business, and Mr. Magee was loath, after Mr. Brewer's acknowledgement that the coal could not be mined, on account of the water, to push the explorations any further. Mr. Brewer, however, convinced him of the feasibility of his plan for working the coal, and the explorations were resumed. Within three months the correctness of Mr. Brewer's theories were verified, by the finding, on the Fall Brook side of the mountain, of an immense body of coal that could be easily and profitably worked, thus bringing to a successful issue the tedious and persevering work of the explorers. During

The railroad survey showed that Drift No. 1 was 550 feet above the railroad track at Blossburg, distant about six miles. Nevertheless, it was resolved the road, and in June 13th, 1859, Mr. Brewer issued the following:

Notice

The Fall Brook Coal Company will be prepared to contract for the grading and masonry of their road in short sections July 5. Plans and specifications can be seen at their office in Blossburg.

H. BREWER,
Engineer Fall Brook Coal Co.

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An application for a charter was made to the State Legislature by Hon. John Magee, James H. Gulick and Duncan S. Magee, and a bill granting it passed March 9, 1859. It had been opposed principally by another mining company, and after its passage sufficient pressure was brought to bear upon Gov. William F. Packer to cause him to veto it. April 7, 1859, however, it was passed over his veto and became a law, and the company was duly incorporated under the name of the Fall Brook Coal Company. The first officers were Hon. John Magee, President; John Lang, Secretary and Treasurer; Duncan S. Magee, Superintendent, and H. Brewer, Civil Engineer. The following working force was also organized: Duncan S. Magee, Superintendent; H. Brewer and G. A. Backus, Civil Engineers; James Heron, Cashier and Mercantile Agent; Capt. Robert Merritt, Overseer in Lumber Department; Martin Stratton, Master Mechanic and Supervisor of Tenements; Thomas Reese, Weighmaster of mining wagons; John Morse, Overseer of railroad track and afterwards first weighmaster and shipper of coal.

The Fall Brook railroad was completed to the new village of Fall Brook in the autumn of 1859. During the year work had been vigorously prosecuted. A saw mill was built for the company at the falls by George Richter; coal chutes were erected at the mouth of Drift No. 1, by Mr. Brockway; thirty or forty dwellings were hastily constructed, and a supply store erected on the site of the present hotel building. This was placed in charge of James Heron, assisted by O. W. and C. L. Pattison and Thomas J. Hall. Boarding houses, blacksmith shops, and carpenter shops were also built, and a great enterprise successfully established in what, but a few months before, was an unbroken mountain wilderness.

Fall Brook, Photo Taken 1874
Courtesy of Gilbert Jacobson, Clearfield, Pa.

ARNOT

"In 1867, when Nicholas Schultz came to Draketown as head sawyer, there were but three houses in the place. In the following year a post office was established and the name changed from Draketown to Arnot, in honor of John Arnot, a well known banker and financier of Elmira, New York, and one of the incorporators of the company. The first postmaster was James R. Cameron, and his successors have been Delos Bodine, J. H. Higgens, H. J. Landrus, F. J. Lyon and F. H. Dartt. Dr. Charles S. Logan is the assistant postmaster.

"Arnot increased rapidly in population and soon became the largest place in the county. In 1882 it contained between 3500 and 4000 inhabitants. School houses and churches had been erected, lodges and societies organized, and industrious, thrifty and prosperous community established. Notwithstanding strikes, business depression, etc., it still remains the leading mining town in the county, its churches, schools, lodges and other societies being well maintained.

"Shortly after the opening of the mines a company store was established. In 1873 a second building was erected by the company and leased to H. S. Drake, who stocked it with drugs, groceries, clothing, etc. He died in December, 1873 and was succeeded by J. K. Tillotson, of Elmira, New York, who, a few years later, was succeeded by L. H. Drake. In 1886 W. W. Bradbury became manager of the Company store, and in 1891 became proprietor, a recently enacted law making it necessary for the company to discontinue that branch of its business. In 1893 the W. W. Bradbury Company succeeded to the ownership of both stores. Mr. Bradbury retaining a half interest. He died June 1, 1893, his widow succeeding to his interest. The name of the company remains unchanged. The stores are now in charge of Max Scudder and Matthew A. Blair, managers. Mr. Scudder took charge June 19, 1893. Mr. Blair entered the Company's employ in 1869; worked in the mines until September, 1884; had charge of the store at Landrus from 1887 until August, 1893, when he was promoted to his present position. W. R. Logan was head clerk in the store devoted to dry goods, groceries and

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notions from 1871 until 1897. The drug and clothing store is in a separate building. The Arnot hotel has been in charge of Frank H. Welch since 1889. Mr. Welch is also engaged in the livery and undertaking business. The enterprises with the feed mill and a meat market, constitute the leading business interest in the village.

"In 1870 Dr. John Caldwell located in the village. Among the physicians who have succeeded him were Dr. Brion Smith, Dr. Hunter, Dr. H. L. Davis, Dr. William Caldwell and Dr. Winsor. The profession is represented by Dr. D. C. Watters and Dr. Charles S. Logan.

"As Arnot grew, schools were established, until there were four public school buildings in the village. In 1890 these were replaced by a handsome graded school building, two stories high, containing eight rooms and costing $4000.00, in which different schools, aggregating 600 pupils, were consolidated, and placed under charge of a principal, that position being filled at present by Charles Frick. Among the earlier teachers were a Mr. Rockwell, of Troy, Pennsylvania, who first taught in a dwelling; R. E. Howland and his wife; Mrs. David McIntyre, Frederick L. Gray and S. A. Gaskill, now a physician of Covington, Pennsylvania.

The successful operation of the coal mines at Morris Run and Fall Brook, and the increasing demand for Blossburg coal—the name given to the product of these mines—drew the attention of capitalist to Tioga County, led to extended explorations in Bloss Township, and to the discovery of a large deposit of coal on Johnson Creek, four miles southwest of Blossburg. In order to develop this new coal field, the Blossburg Coal Mining and Railroad Company was formed, and was duly incorporated April 11, 1866.

Arnot School — *Courtesy John Gray*

The incorporators were Constant Cook, John Arnot, Charles Cook, Henry Sherwood, Franklin N. Drake, Ferral C. Dininy, Henry H. Cook and Lorenza Webber. Financially, this company was a strong one, and was composed of men noted for their energy, enterprise and public spirit.

A tract of 7000 acres of land, embracing nearly the entire area of Bloss Township, having been purchased, preparations were made for developing the new coal fields and marketing the coal. An office was opened in Blossburg, and a wagon road, from the coal openings, cut through the forest to the Williamson road, a distance of two miles, for the transportation of materials and supplies to the site of the new village, which was named Draketown, in honor of Franklin N. Drake, the first president of the company and a leading spirit in the enterprise. F. C. Dininy was

the general superintendent; James R. Cameron, mining superintendent, and E. K. Mandeville superintendent of the outside and lumber department.

A village site was selected and cleared, a saw mill built, and Nicholas Schultz—now the outside foreman of the company, placed in charge as head sawyer. A number of dwellings and a store building were also erected. This gave employment to a large number of woodsmen, carpenters and other mechanics, and created a scene of activity, evidencing the earnestness and energy of the company. A railroad was also completed from Blossburg during the summer of 1866. In the meantime, Drift No. 1 was put in by James R. Cameron, John Dunsmore and others. Drifts Nos. 2, 3, 4 and 5 were afterwards opened under Mr. Cameron's direction. Drift No. 6, three miles southwest, was opened by J. J. Davis, under the direction of S. B. Elliott, and a narrow gauge railroad built through it in 1880. A weighing office was established in Blossburg, with M. G. Lewis as weighmaster and shipping clerk.

The encouraging results following the opening of the mines and of the explorations carried on during 1867 and 1868, led the company, in the latter year, to purchase the Tioga Railroad, extending from Lawrenceville to Blossburg and Morris Run. This gave the company thirty-four miles of road, including the four miles from Blossburg to Draketown, and connecting with the Erie at Corning, New York.

In 1868 the office of the company was removed from Blossburg. In March, of that year, H. J. Landrus was appointed cashier and in 1874 was made manager. He resigned May 1, 1876, and was succeded by S. B. Elliott, who resigned September 1, 1881, having been promoted to chief engineer. From 1876 to 1880, when he resigned John J. Davis was superintendent of mines, during which period he re-opened the lower drift, experimented with the coal and demonstrated its coking qualities. In 1881 Mr. Landrus again became manager, and held the position until 1886, when he was succeeded by Frank J. Lyon. In 1890 Mr. Lyon was succeeded by the late Richard T. Dodson, who died in December, 1896. The present manager is Edward E. Loomis.

After the purchase of the Tioga Railroad, the output of the mines was largely increased, and there was a corresponding increase in the number of employees until 1882, when there were 1400 names on the Company's payroll. In the summer of 1881, the Arnot and Pine Creek Railroad Company, composed mainly of stock holders of the Tioga and Elmira State Line Railroad Company was formed. The officers of the company: L. H. Shattuck, president; D. S. Drake, secretary and treasurer; S. B. Elliott, William Hall, A. S. Spicer, J. B. Niles and M. F. Elliott, directors, and Ransom Dupuy, chief engineer. This company built a standard gauge railroad from Arnot—the new name of Draketown—to Hoytville, a distance of twelve miles. It was completed in 1882, in which year the Blossburg Coal Mining and Railroad Company established a saw mill on Babbs Creek, five miles southwest of Arnot, around which soon grew up a village to which the name of Landrus was given, in honor of H. J. Landrus, manager of the company. In 1888 the company opened up mines a short distance above Landrus on Babbs Creek. These are known as the Bear Run Mines.

Courtesy Mrs. John Overton

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